

"positioning the plurality of radial openings radially outside of the cooling fins 4." However, Aeschlimann is not prior art to Applicants' claimed features as recited in independent claims 1, 11, 22, and 29 because priority document JP 2002-253770 supports, at least, claims 1, 11, 22, and 29. Applicants claim priority from JP 2002-253770, filed August 30, 2002 in Japan and JP 2003-96381, filed March 31, 2003 in Japan. An English translation of both priority documents along with a statement that the translation is an accurate translation is attached hereto. Accordingly, the application priority dates are August 30, 2002, and March 31, 2003, and the August 30, 2002, priority date is before the WIPO publication date of January 30, 2003, from which Aeschlimann US 2003/0178899 is in the national stage. Because WIPO publication, of which Aeschlimann US 2003/0178899 is in the national stage, was in French, not in English, the U.S. application does not receive a 102(e) date. Thus, Aeschlimann US 2003/0178899 only qualifies as prior art as of its date of publication, which was September 25, 2003. As Aeschlimann is not prior art to claimed priority document JP 2002-253770, filed August 30, 2002, in Japan, it is respectfully requested that the rejection be withdrawn.

Because Aeschlimann does not qualify as prior art, the alleged combination of Tsuchiya, Abadia and Irie fails to disclose or suggest the minus heatsink plate and the plus heatsink plate form a two-story structure in an axial direction and that the rear cover includes a plurality of radial openings that are open in a radial direction of the rotor and positioned radially outside of the cooling fins, as recited in claims 1 and 11, and, similarly, the radial openings of the rear cover are positioned radially outside of the first and second cooling fins, as recited in claim 29.

Accordingly, none of the applied references nor their combination thereof disclose, teach or suggest all of the features recited in claims 1, 11, and 29. Thus, the applied references could not have rendered obvious claim 4, which depends from claim 1, and claims 12-13, 15, 17, and 18, which depend from claim 11, for the reasons discussed with respect to

claims 1 and 11 as well as for the additional features recited therein. Thus, withdrawal of the rejection is respectfully requested.

On page 5 of the Office Action, claims 2, 3, 14, and 16 were rejected under 35 U.S.C. §103(a) over Tsuchiya, Abadia, and Irie in view of Adachi et al. (Adachi), U.S. Patent No. 5,682,070. The rejection is respectfully traversed.

Adachi fails to overcome the above described deficiencies of the combination of Tsuchiya, Abadia, and Irie with respect to claims 1 and 11.

Accordingly, none of the applied references nor their combination thereof disclose, teach or suggest all of the features recited in claims 1 and 11. Thus, the applied references could not have rendered obvious claims 2 and 3, which depend from claim 1, and claims 14 and 16, which depend from claim 11, at least for the reasons discussed with respect to claims 1 and 11 as well as for the additional features recited therein. Thus, withdrawal of the rejection is respectfully requested.

On page 6 of the Office Action, claims 5, 6, and 22-24 were rejected under 35 U.S.C. §103 over the combination of Tsuchiya, Abadia, and Irie and in view of DuBois et al. (DuBois), U.S. Patent No. 5,757,096. The rejection is respectfully traversed.

Applicants' invention of claim 22 calls for an alternator for use in an automotive vehicle, the alternator comprising a housing including a front frame and a rear frame; a cylindrical stator including an armature coil, the cylindrical stator being contained in the housing; a rotor rotatably disposed inside the cylindrical stator and supported in the housing; a rectifier mounted on the rear frame; a rear cover covering the rectifier, the rear cover being fixed to the housing; and a cooling fan for introducing cooling air into the housing through air inlets formed on a rear surface of the rear frame for cooling the rectifier, the cooling fan being connected to the rotor, wherein the rectifier includes a minus heatsink plate on which minus rectifier elements are mounted and a plus heatsink plate on which plus rectifier elements are

mounted, the minus heatsink plate being disposed to face the rear surface of the rear frame forming an air passage therebetween, the plus heatsink plate being disposed to face the rear cover, the minus heatsink plate and the plus heatsink plate forming a two-story structure in an axial direction; the rear surface of the rear frame contacts the minus heatsink plate at places where the air passage between the rear frame and the minus heatsink plate is not formed; the air passage between the rear frame and the minus heatsink plate is composed of a plurality of ditches formed on the rear surface of the rear frame, and an end of the minus rectifier elements is exposed to the ditches so that the rectifier elements are cooled by the cooling air flowing through the ditches; a lead terminal led out of each minus rectifier element extends in the axial direction of the rotor toward the rear cover; the minus heatsink plate includes cooling fins extending in the axial direction and forming radial air passages between the cooling fins; and the rear cover includes a plurality of radial openings that are open in a radial direction of the rotor and positioned radially outside of the cooling fins, so that the cooling air is introduced from the radial openings upon rotation of the cooling fan and flows through the radial air passages between the cooling fins and through the air passage between the minus heatsink plate and the rear surface of the rear frame. The alleged combination fails to disclose or suggest these features.

As discussed above, Aeschlimann does not qualify as prior art. Accordingly, the alleged combination of Tsuchiya, Abadia and Irie fails to disclose or suggest the features of claim 1 for the reasons discussed above. Further, the alleged combination of Tsuchiya, Abadia and Irie fails to disclose or suggest the features as recited in claim 22 for, at least, the same reasons as discussed with respect to claims 1, 11, and 29. In particular, none of the applied references nor the combination thereof disclose that the alternator includes a minus heatsink plate and a plus heatsink plate that form a two-story structure in an axial direction and that the rear cover includes a plurality of radial openings that are open in a radial

direction of the rotor and positioned radially outside of the cooling fins, as recited in claim 22.

DuBois fails to overcome the above-described deficiencies of a combination of Tsuchiya, Abadia and Irie with respect to claims 1 and 22.

Accordingly, none of the applied references nor their combination thereof disclose, teach or suggest all of the features recited in claims 1 and 22. Thus, the applied references could not have rendered obvious claims 5 and 6, which depend from claim 1, and claims 23 and 24, which depend from claim 21, at least for the reasons discussed with respect to claims 1 and 22 as well as for the additional features recited therein. Thus, withdrawal of the rejection is respectfully requested.

On page 7 of the Office Action, claims 19-21 were rejected under 35 U.S.C. §103(a) over the combination of Tsuchiya, Abadia, and Irie, and in view of Cheetham et al. (Cheetham), U.S. Patent No. 3,538,362. The rejection is respectfully traversed.

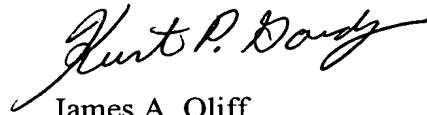
Cheetham fails to overcome the above-described deficiencies of the combination of Tsuchiya, Abadia, and Irie with respect to claim 11.

Accordingly, none of the applied references nor their combination thereof disclose, teach or suggest all of the features recited in claim 11. Thus, the applied references could not have rendered obvious claims 19-21, which depend from claim 11, at least for the reasons discussed with respect to claim 11 as well as for the additional features recited therein. Thus, withdrawal of the rejection is respectfully requested.

In view of the foregoing, it is respectfully submitted that this application is in condition for allowance. Favorable reconsideration and prompt allowance of claims are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number set forth below.

Respectfully submitted,



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Attachments:

English translation of priority documents, JP 2003-96381 and JP 2002-253770

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